

NEPA PROCESS

Why NEPA?

The National Environmental Policy Act of 1969 (NEPA) process is required for the Potomac Yard Metrorail Station in order for the project to be eligible for federal funding. NEPA is also required because some of the alternatives may affect the federally owned George Washington Memorial Parkway, which is administered by the National Park Service (NPS).

What is NEPA?

NEPA requires federal agencies to undertake an assessment of the environmental effects of their proposed actions and reasonable alternatives to those actions. The NEPA process is meant to help public officials make better informed decisions, and to enable community involvement in those decisions.

Who's Involved?



The City of Alexandria is the project sponsor and joint lead agency.



The National Park Service (NPS) is a cooperating agency because of its role in administering the George Washington Memorial Parkway.



The Federal Transit Administration (FTA) is the lead federal agency, because the City will be seeking federal funding for a portion of the project.



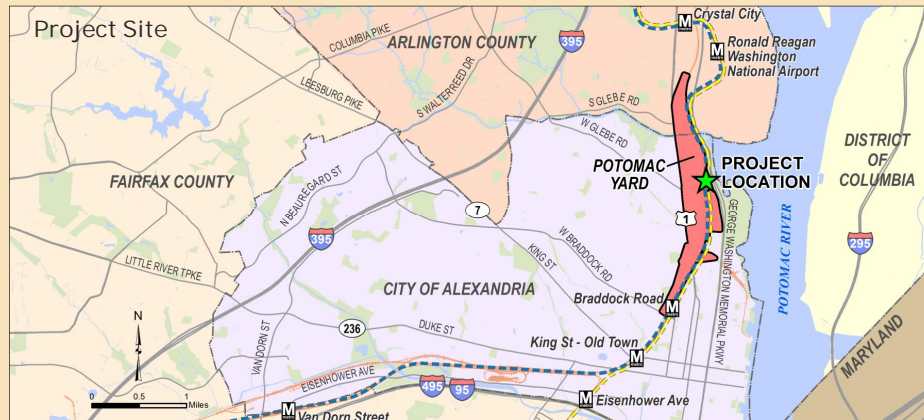
The Washington Metropolitan Area Transit Authority (WMATA) is a cooperating agency because it would build and operate the station.

PURPOSE AND NEED

Purpose and Need Statement

The purpose of the project is to improve local and regional transit accessibility to and from the Potomac Yard area adjacent to the U.S. Route 1 corridor for current and future residents, employees and businesses.

- Currently, the area is not served by direct access to regional transit services, such as Metrorail. Direct access to the Metrorail system will facilitate regional transit trips.
- Traffic congestion will increase on U.S. Route 1 even without the proposed development in Potomac Yard. Increasing the share of transit trips would help manage congestion, reduce auto trips, and make efficient use of existing infrastructure.
- Due to the constrained capacity of the existing roadway network, additional transportation options are needed to support redevelopment plans by accommodating travel demand through transit and other non-auto modes.



Potomac Yard Park



Existing Metrorail Blue/Yellow Line between Potomac Greens and Potomac Yard



U.S. Route 1 at Potomac Yard

Find Out More

Section 2.5.3 of the Draft EIS

WHY DO WE NEED A METRO STATION?

IT'S A SMART INVESTMENT

up to
26 K new jobs in Potomac Yard

over
3 to 1 revenue gain to cost

up to
\$2.0 B net new tax revenue to City



[projection over the next 30 years]

METRO WILL ATTRACT TRANSIT-ORIENTED DEVELOPMENT

residential (units)
7,100

office (sf)
4.2 M

retail (sf)
768 K

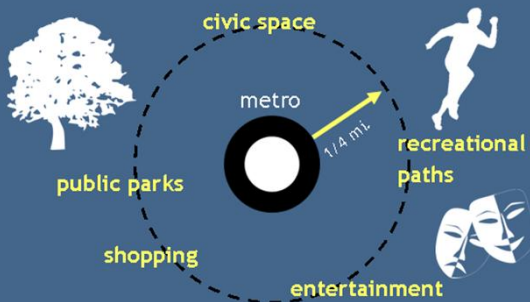
net new development (sf)
13.1 M

80%+ of all office building construction in the region is taking place within

1/4 mi. of a Metro station



CREATE A GREAT COMMUNITY AND REGIONAL DESTINATION



GIVE PEOPLE TRANSPORTATION CHOICES



maximizes the number of people taking transit to and from the Potomac Yard area

enables an environment where people can walk, bike, and take transit for their daily needs



removes thousands of cars from the congested Route 1 corridor every day

The redevelopment of Potomac Yard presents an opportunity to create a vibrant new community within Alexandria, one that is known throughout the region for its desirable neighborhoods, outstanding waterfront, public parks, and access to public transportation. The construction of a Metrorail station in the Potomac Yard area is central to this vision.

Community Benefits of a Potomac Yard Metro Station

- New tax revenues and developer contributions pay for public amenities such as parks, schools, and affordable housing in Potomac Yard and citywide.
- More housing options near transit enable people at a range of income levels and times of life (including empty-nesters and young professionals) to live in Alexandria and contribute to civic life.
- A mix of uses, including significant shopping and public open space, provides a vibrant, fun destination for all Alexandrians.
- A mix of uses in a high-density environment, supported by Metrorail, means thousands of trips not taken by car. Many people will walk or bike to destinations in Potomac Yard to take care of their daily needs.

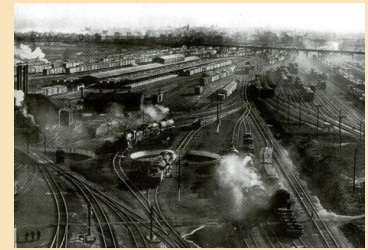
Transportation Benefits of a Potomac Yard Metrorail Station

| | |
|-----------------|---|
| 10,000 – 11,300 | Daily boardings at a Potomac Yard Metrorail Station |
| 34% | Daily trips taken by transit, walking, or bike |
| 5,000 | Daily auto trips removed from the road |

HISTORY AND PLANNING

1906

- Opening of Potomac Yard, which grew to become the largest yard for freight-switching operations on the east coast.



Historic Potomac Yard

1968/1975

- Metrorail system plans identified Potomac Yard as a site for a future Metrorail station that could benefit new development.



Metrorail System

Mid-1980s

- Alexandria 2020 plan proposed a mixed-use, neighborhood development with a Metrorail station.

Late-1980s

- Operations of the rail yard began to be phased out.

1992/1999

- *The Potomac Yard/Potomac Greens Small Area Plan* identified the potential for a Metrorail station. A 2009 revision included approval for an urban, mixed-use Town Center along East Glebe Road.



Potomac Yard Small Area Plan

2010

- The *Potomac Yard Concept Development Study* analyzed eight potential Metrorail station locations; recommended further examination of three locations.
- The *North Potomac Yard Small Area Plan* envisioned replacing the existing shopping center with a high-density, transit-oriented neighborhood anchored by a Metrorail Station

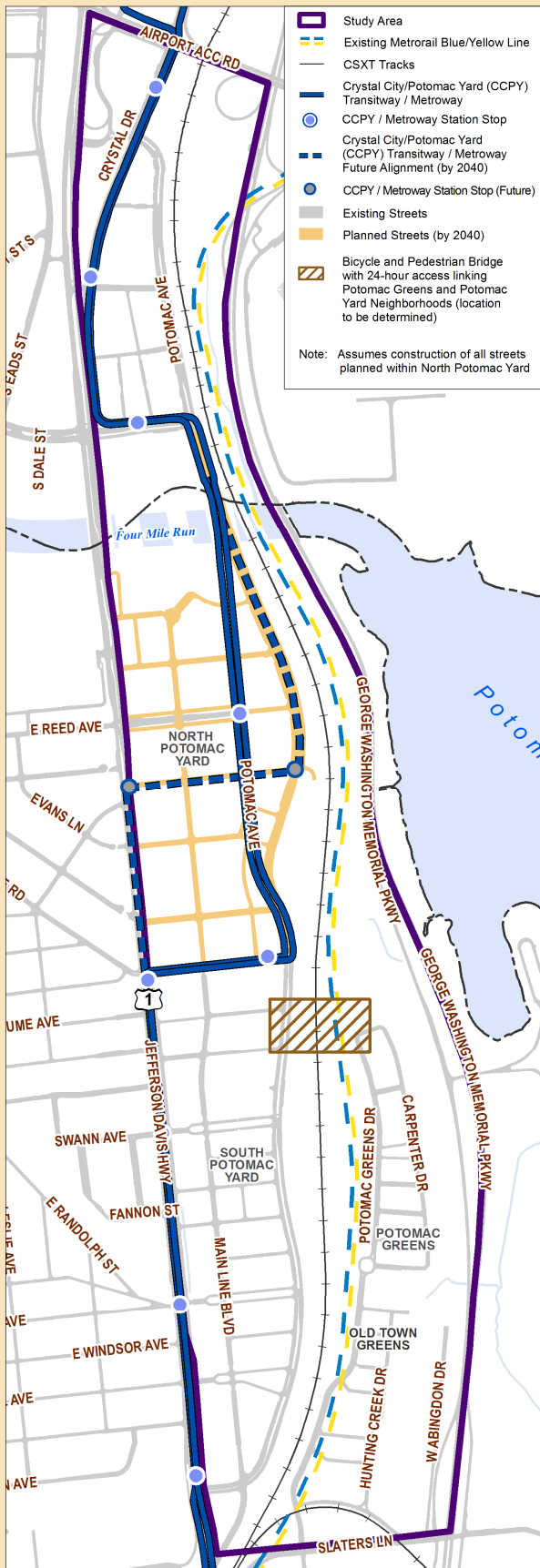


View showing planned development in North Potomac Yard

2011

- The current EIS study began by gathering public and agency input on the scope of the environmental study and the alternatives to be evaluated.

NO BUILD ALTERNATIVE



The No Build Alternative includes all planned transportation projects expected to be finished by 2040, except the Metrorail station. The alternative includes:

- Build-out of the Potomac Yard street network,
- Crystal City/Potomac Yard (CCPY) Transitway
- Expansion of local bus service
- Off-street multi-use trail from Four Mile Run to Braddock Road
- Pedestrian/bicycle bridge over the tracks between Potomac Yard and the Potomac Greens neighborhood



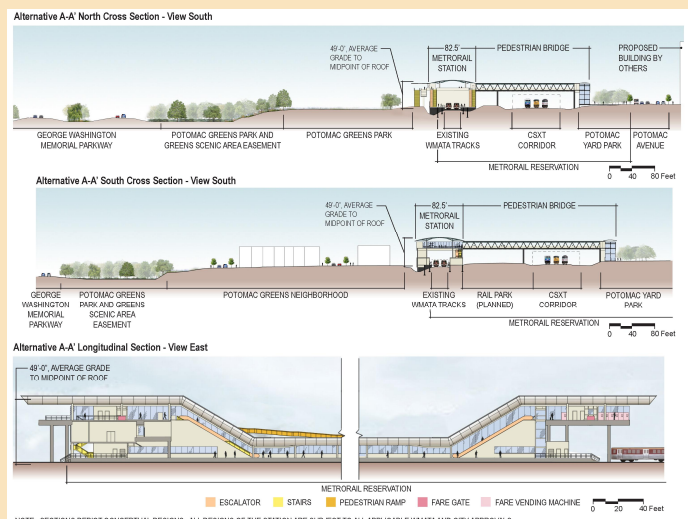
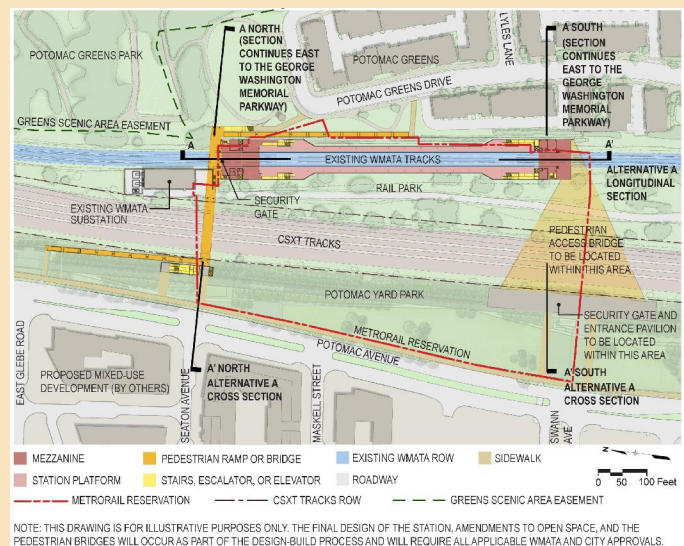
BUILD ALTERNATIVE A



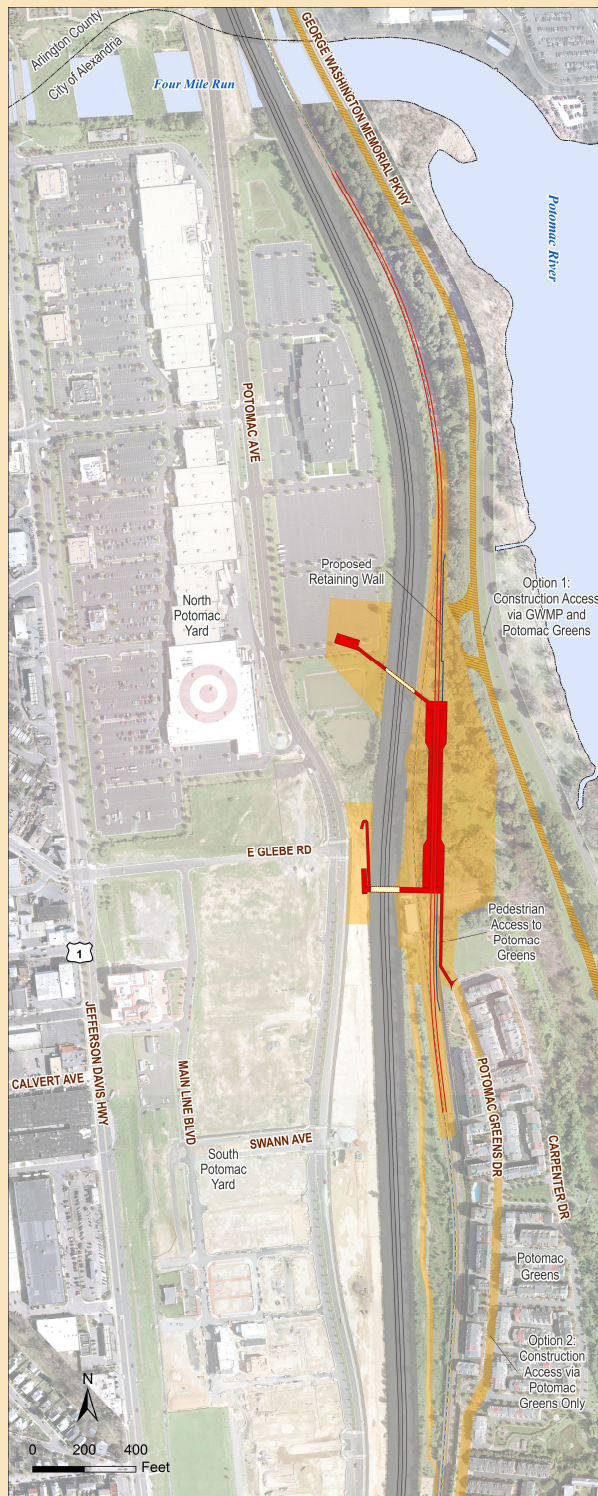
Build Alternative A would be located along the existing Metrorail tracks between the CSX Transportation (CSXT) railroad tracks and the northern end of the Potomac Greens neighborhood, generally within the "Metrorail Reservation" identified as part of the Potomac Yard/Potomac Greens Small Area Plan (1999).

Key features include:

- Same level as the existing Metrorail tracks
- Side platform layout
- Two pedestrian bridges from the station over the CSXT railroad tracks to Potomac Yard
- Northern bridge would provide 24-hour pedestrian/bicycle access between Potomac Yard and Potomac Greens.



BUILD ALTERNATIVE B

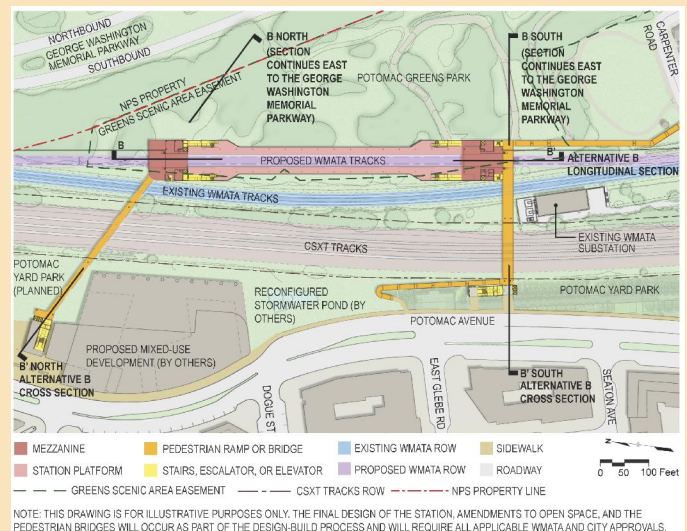


- Alternative B - Platform & Facilities
- Alternative B - New Metrorail Track
- Alternative B - Construction Staging Area
- ▨ Alternative B - Optional Construction Access and Impact Area
- Existing Metrorail Blue/Yellow Line
- Existing CSXT Tracks
- Existing CSXT Right-of-Way

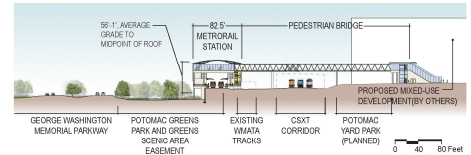
Build Alternative B would be located between the George Washington Memorial Parkway and the CSXT railroad tracks north of the Potomac Greens neighborhood, and east of the existing Potomac Yard Shopping Center.

Key features include:

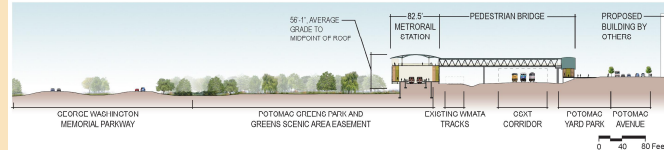
- Same level as the existing Metrorail tracks
- Side platform layout
- Two pedestrian bridges from the station over the CSXT tracks to Potomac Yard
- Southern bridge would provide 24-hour pedestrian/bicycle access between Potomac Yard and Potomac Greens.



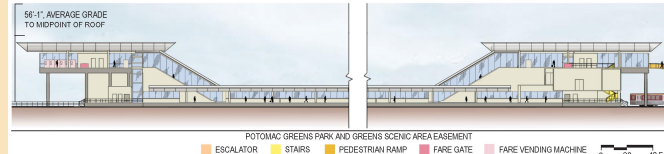
Alternative B-B' North Cross Section - View South



Alternative B-B' South Cross Section - View South



Alternative B-B' Longitudinal Section - View East



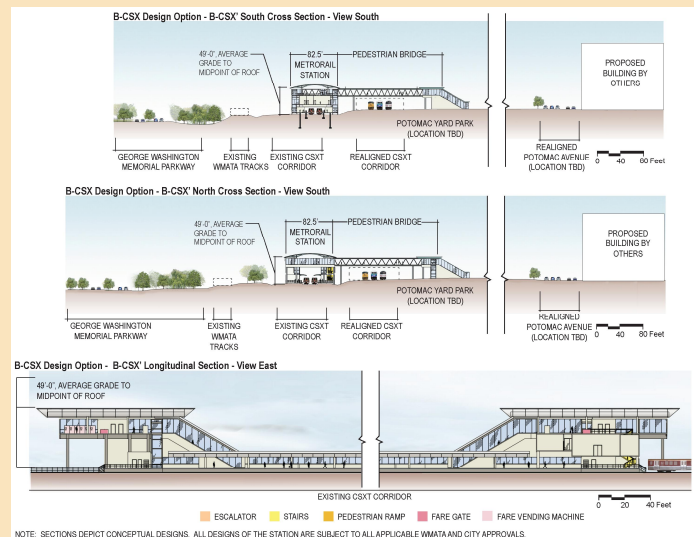
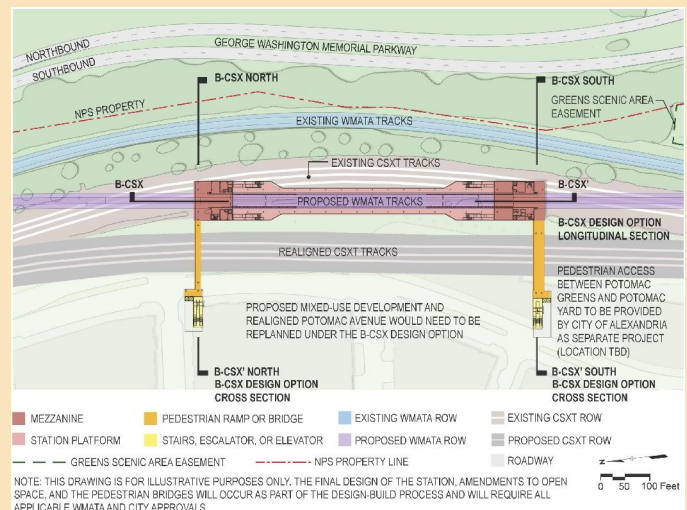
B-CSX DESIGN OPTION



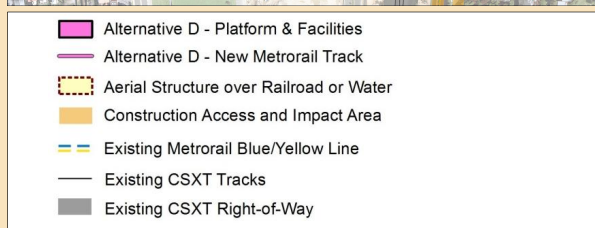
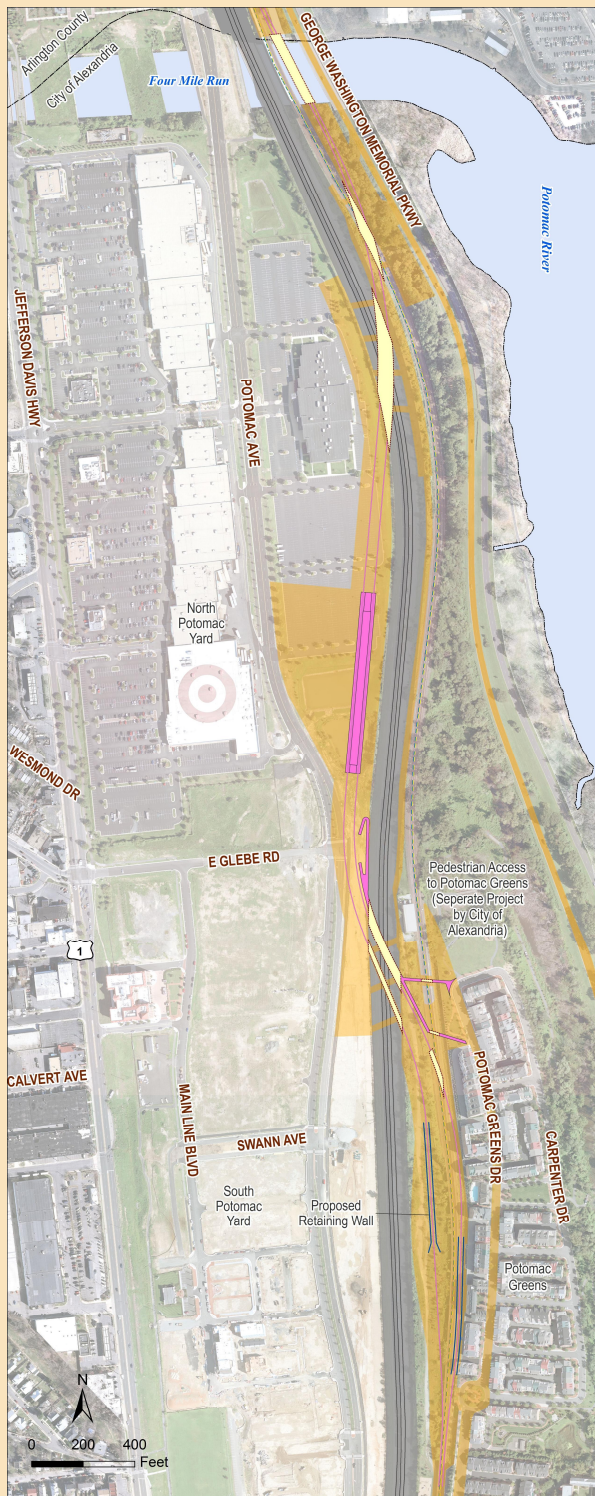
B-CSX Design Option would be located on land currently occupied by CSXT railroad tracks to the east of the existing movie theater. This design option would require construction of new CSXT tracks to the west of their current location.

Key features include:

- Same level as the existing Metrorail tracks
- Side platform layout
- Two pedestrian bridges from the station over the CSXT tracks to Potomac Yard
- One 24-hour pedestrian/bicycle bridge over the CSXT tracks to connect Potomac Yard and the Potomac Greens neighborhood would be constructed as a separate project.



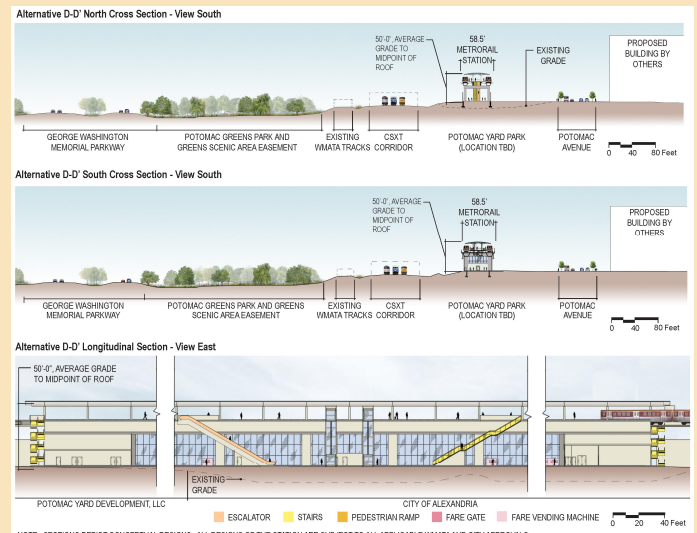
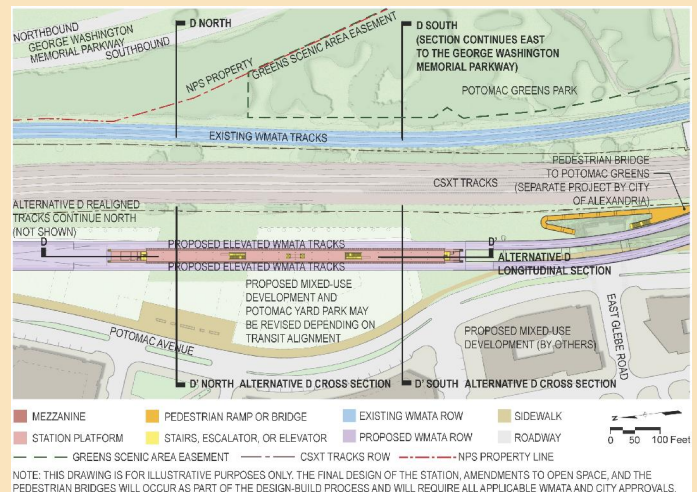
BUILD ALTERNATIVE D



Build Alternative D would be located west of the CSXT railroad tracks near the existing Potomac Yard Shopping Center.

Key features include:

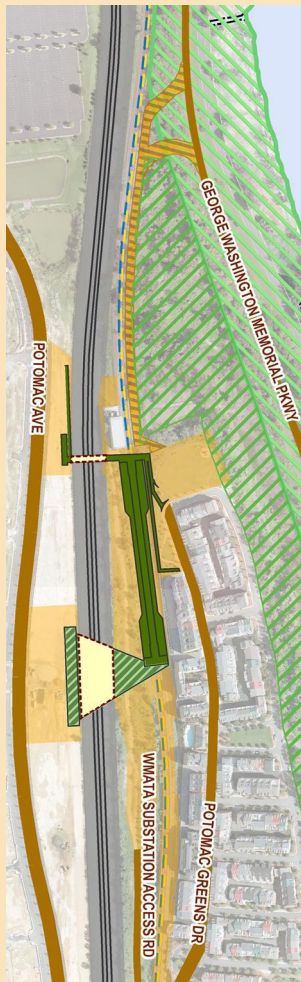
- Elevated tracks starting north of Four Mile Run, crossing the CSXT tracks into Potomac Yard, and then crossing the CSXT tracks again to reconnect to the existing Metrorail line behind Potomac Greens.
- Elevated station
- Center platform layout
- Ground floor entrance mezzanine
- One 24-hour pedestrian/bicycle bridge over the CSXT tracks to connect Potomac Yard and the Potomac Greens neighborhood would be constructed as a separate project.



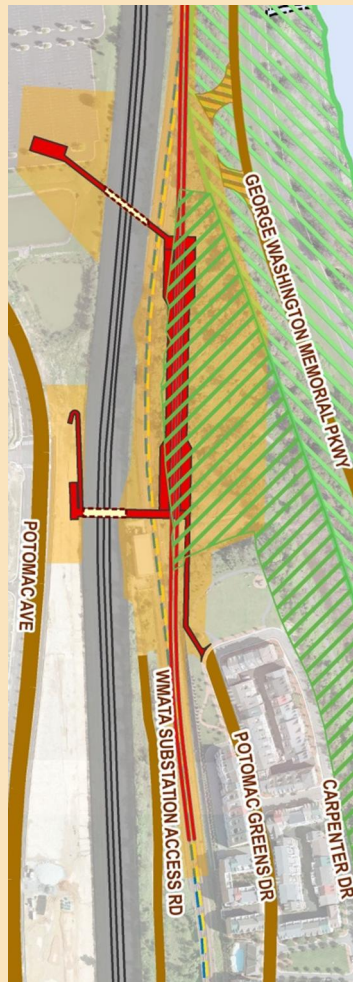
CONSTRUCTION ACCESS: BUILD ALTERNATIVES A & B

Option 1:
Access from the GWMP,
Potomac Greens Drive, and
Potomac Yard

Alternative A

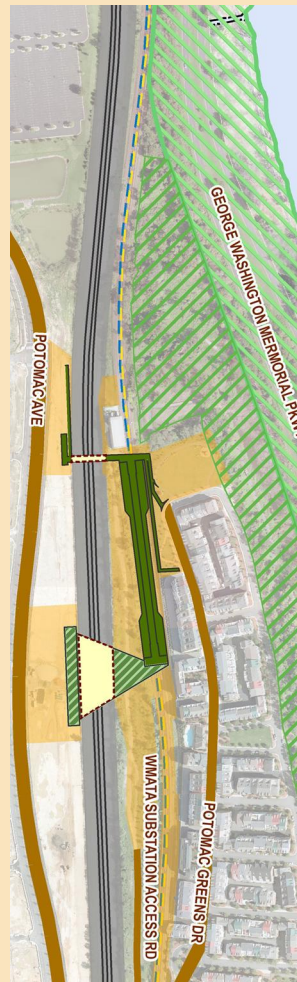


Alternative B

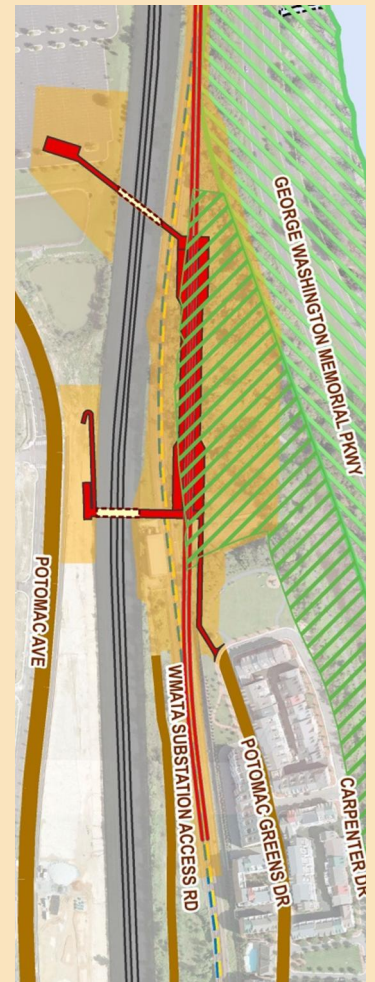


Option 2:
Access from Potomac Greens
Drive and Potomac Yard
(no access from GWMP)

Alternative A



Alternative B



Construction Access and Impact Area

- | | | |
|-------------------------|-------------------------------------|------------------------------------|
| Staging Area | Existing Metrorail Blue/Yellow Line | Greens Scenic Area Easement |
| Access Route | Existing CSXT Tracks | George Washington Memorial Parkway |
| Staging Access Driveway | Existing CSXT Right-of-Way | |

The Draft EIS evaluates two construction access options for Build Alternatives A and B: access primarily via the George Washington Memorial Parkway (GWMP) or via Potomac Greens Drive. Both options were evaluated in order to understand the potential impacts. However, park policy and federal regulations prohibit commercial vehicles on the GWMP if another option is available.

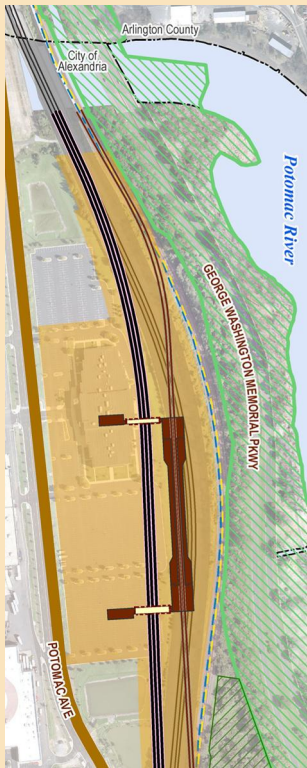
Find Out More

- Section 3.24, Construction Impacts
- Construction Impacts Technical Memorandum, Volume II

CONSTRUCTION ACCESS: B-CSX DESIGN OPTION & BUILD ALTERNATIVE D

B-CSX Design Option

North



South

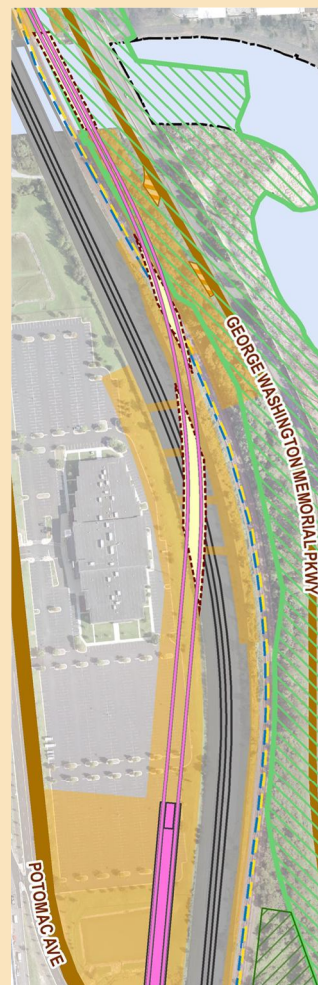


Construction Access and Impact Area

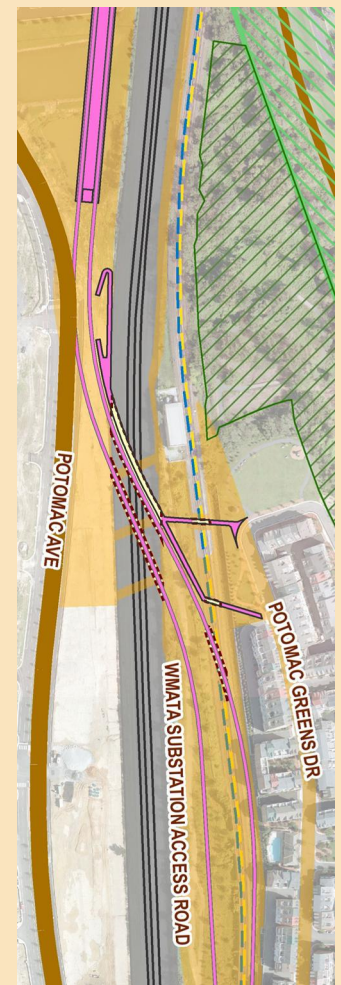
- | | |
|--|---|
| Staging Area | Existing Metrorail Blue/Yellow Line |
| Access Route | Existing CSXT Tracks |
| B-CSX Design Option - Realigned CSXT Track | Existing CSXT Right-of-Way |
| Aerial Structure over Railroad | Greens Scenic Area Easement |
| | George Washington Memorial Parkway (NPS Property) |

Build Alternative D

North



South



Construction access for Build Alternative D would be from the George Washington Memorial Parkway, from Potomac Yard, and from Potomac Greens Drive.

Build Alternative D would require construction of a new bridge across Four Mile Run.

Find Out More

- Section 3.24, Construction Impacts
- Construction Impacts Technical Memorandum, Volume II

Construction access for B-CSX Design Option would be primarily from Potomac Yard, with additional access via the traction power substation access road.

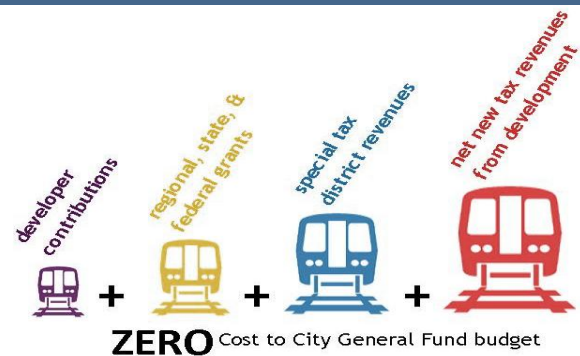
Construction for the B-CSX Design Option requires first constructing the new CSX Transportation (CSXT) alignment, so the new Metrorail tracks and station can be built within the existing CSXT right-of-way.

FINANCIAL FEASIBILITY

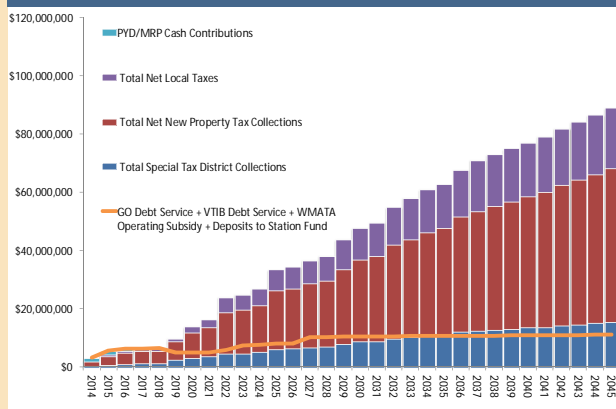
Conceptual Capital Costs (2018 Dollars)

| Alternative | Costs |
|---------------------|---------|
| Alternative A | \$209 M |
| Alternative B | \$268 M |
| B-CSX Design Option | \$351 M |
| Alternative D | \$493 M |

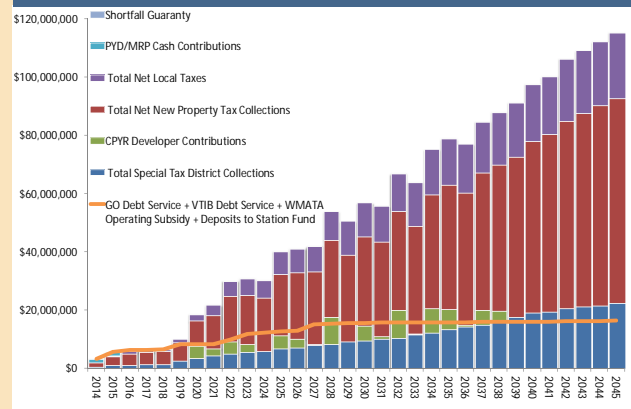
Funding Sources



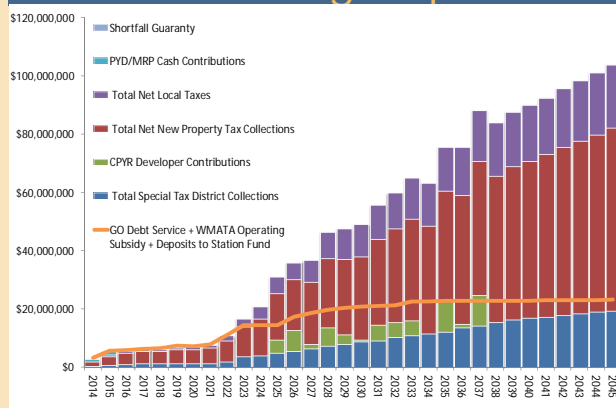
Cash Flow – Alternative A



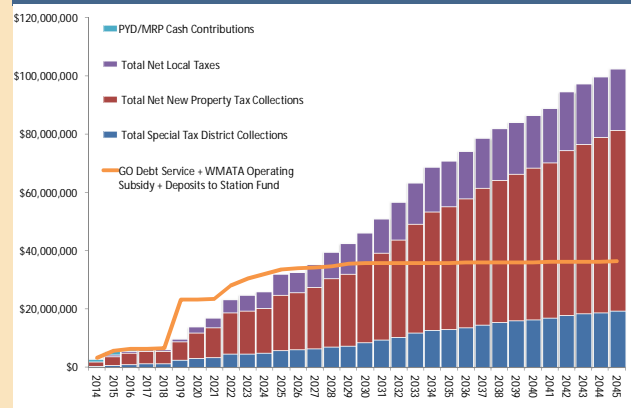
Cash Flow – Alternative B



Cash Flow – B-CSX Design Option



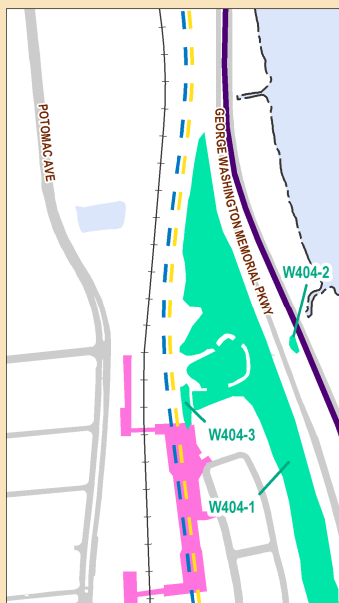
Cash Flow – Alternative D



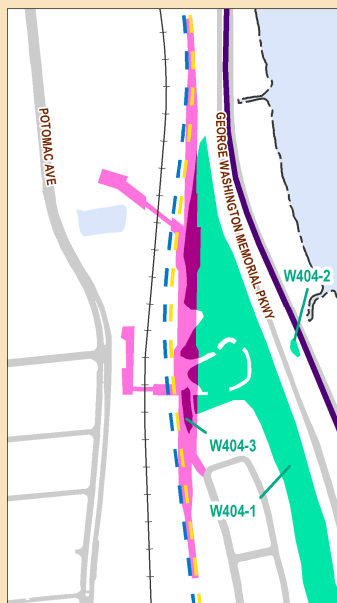
WETLANDS IMPACTS

Waters of the United States Including Wetlands

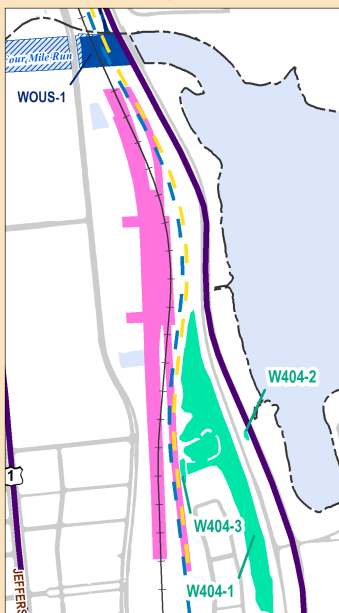
Alternative A



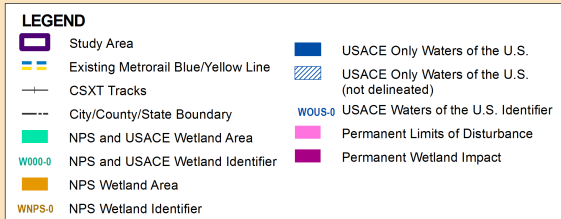
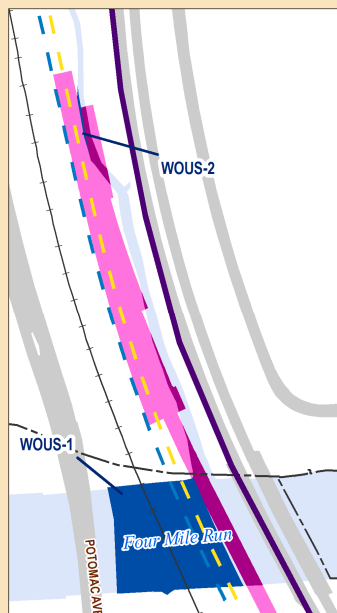
Alternative B



B-CSX Design Option



Alternative D



Background

Wetlands: "Lands where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface."

(Classification of Wetlands and Deepwater Habitats of the United States, Cowardin et al. 1979)

Waters of the United States (WOUS): Includes wetlands as well as intrastate rivers, streams, and natural ponds.

WOUS are regulated by the United States Army Corps of Engineers (USACE).

NPS regulates WOUS on NPS property.

Evaluation of Alternatives

Build Alternatives A, B and D would have a permanent impact on wetlands and Waters of the United States:

- Build Alternative A: 0.02 acre
- Build Alternative B: 1.28 acres
- Build Alternative D: 0.56 acres

Build Alternatives A, B, and D would have temporary impacts on wetlands during construction.

Find Out More

- Section 3.14 Waters of the United States (Wetlands)
- Section 3.24 Construction Impacts
- Water Resources Technical Memorandum, Volume II

NATIONAL PARK SERVICE PARKLAND IMPACTS (PRELIMINARY)

Background

The George Washington Memorial Parkway (GWMP) is located along the eastern edge of the study area and is administered by the National Park Service (NPS).

Evaluation of Alternatives (Preliminary Impacts)

Build Alternative B would permanently impact 0.16 acre of GWMP property for right-of-way for the realigned tracks. Impacts would include removal of existing vegetation.

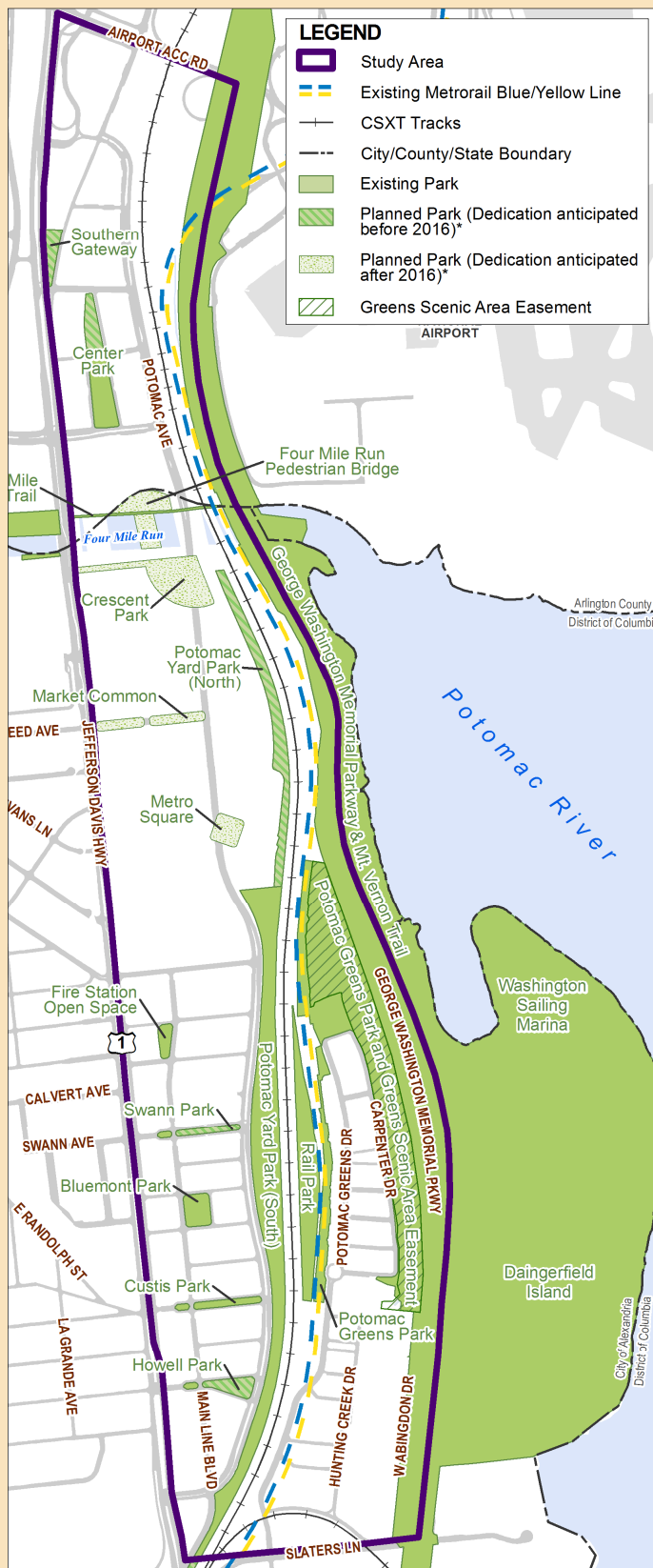
Build Alternative D would permanently impact 1.43 acres for new structures and right-of-way. Impacts would include removal of existing vegetation.

Option 1 construction access for Build Alternatives A and B (access from the GWMP) and construction access for Build Alternative D would have temporary impacts on the GWMP. Federal regulations prohibit construction access from the GWMP if there is another option available.

Build Alternatives B or D would require approval by NPS and a land exchange. Discussions are ongoing for any use of NPS property.

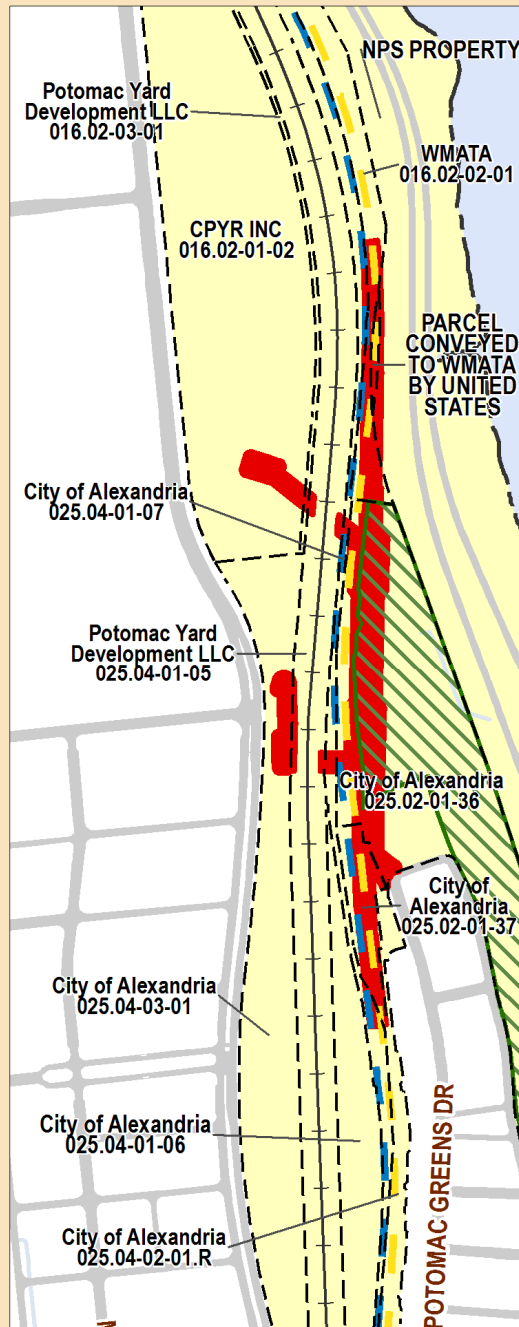
Find Out More

- Section 3.9 Cultural Resources
- Section 3.10 Parklands
- Section 3.24 Construction Impacts



GREENS SCENIC AREA EASEMENT IMPACTS

Build Alternative B & Greens Scenic Area Easement



- Alternative B - Potential Permanent Property Impact
- Parcel Impacted
- Metrorail Reservation
- Greens Scenic Area Easement
- Existing Metrorail Blue/Yellow Line
- CSXT Tracks

Background

In 2000, a perpetual scenic easement was acquired by the United States Department of the Interior (NPS) as part of the agreement between the owner of Potomac Yard at the time and NPS, allowing for the development of Potomac Greens and portions of Potomac Yard. The purpose of the easement is to conserve and preserve the natural vegetation, topography, habitat, and other natural features within what was termed the "Greens Scenic Area."

Evaluation of Alternatives

Build Alternative B would permanently impact approximately 1.71 acres of the Greens Scenic Area Easement.

Option 1 construction access for Build Alternatives A and B (access from the George Washington Memorial Parkway or "GWMP") and construction access for Build Alternative D would have temporary impacts to the Greens Scenic Area Easement. Federal regulations prohibit construction access from the GWMP if there is another option available.

Build Alternative B would require approval by NPS and a land exchange.

Find Out More

- Section 3.3 Land Acquisitions and Displacements
- Section 3.24 Construction Impacts
- Appendix G: Greens Scenic Area Easement

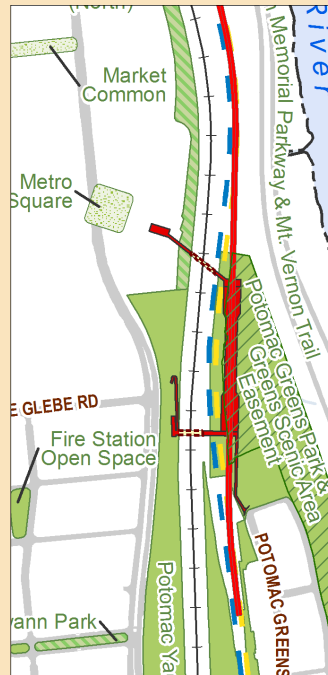
CITY PARKLAND IMPACTS

Build Alternatives and Parklands

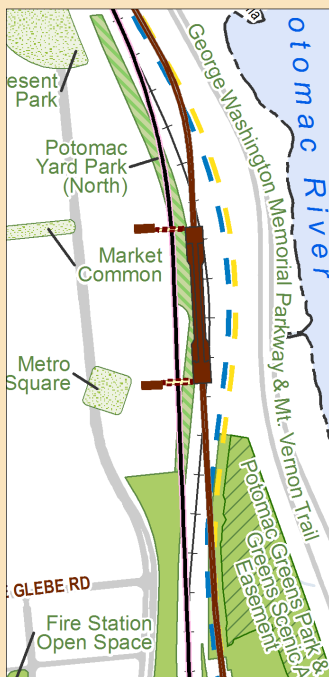
Alternative A



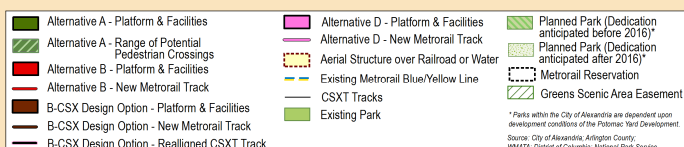
Alternative B



B-CSX Design Option



Alternative D



Background

City parks potentially affected by the Build Alternatives include:

- Potomac Yard Park
- Potomac Greens Park
- Rail Park

Parkland within the Metrorail Easement was excluded from the analysis for Alternative A.

Evaluation of Alternatives

Build Alternative A

- Impacts to Potomac Greens Park due to pedestrian access and station facilities.
- Impacts to Potomac Yard Park due to pedestrian access.

Build Alternative B

- Impacts to Potomac Greens Park due to pedestrian access and station facilities.
- Impacts to Potomac Yard Park due to pedestrian access.

B-CSX Design Option

- Impacts to Potomac Yard Park due to realigned CSX tracks.
- Impacts to Potomac Greens Park due to realigned Metrorail tracks.

Build Alternative D

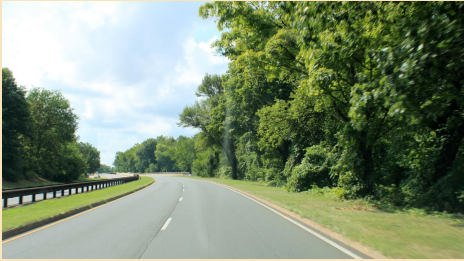
- Impacts to Potomac Yard Park due to aerial tracks and station.
- Impacts to Potomac Greens Park and Rail Park due to aerial tracks.

Find Out More

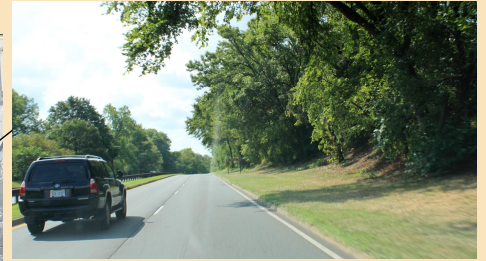
- Section 3.10 Parklands
- Section 3.24 Construction Impacts
- Appendix D: Draft Section 4(f) Evaluation

VISUAL RESOURCES IMPACTS – VIEWSHED ANALYSIS LOCATIONS

George Washington Memorial Parkway
(North Study Area), North of Four Mile
Run, Looking Southeast



George Washington Memorial Parkway
(North Study Area), South of Four Mile
Run, Looking Southeast



George Washington Memorial Parkway
(Middle Study Area), Looking South



George Washington Memorial Parkway
(North Study Area), South of Four Mile Run,
Looking South (B-CSX Analysis Only)



George Washington Memorial Parkway
(South Study Area), Looking South



George Washington Memorial Parkway
(Middle Study Area), Mount Vernon Trail,
Looking West



Potomac Yard, looking Northeast at East
Glebe Road and Potomac Avenue



George Washington Memorial Parkway
(South Study Area), Looking West



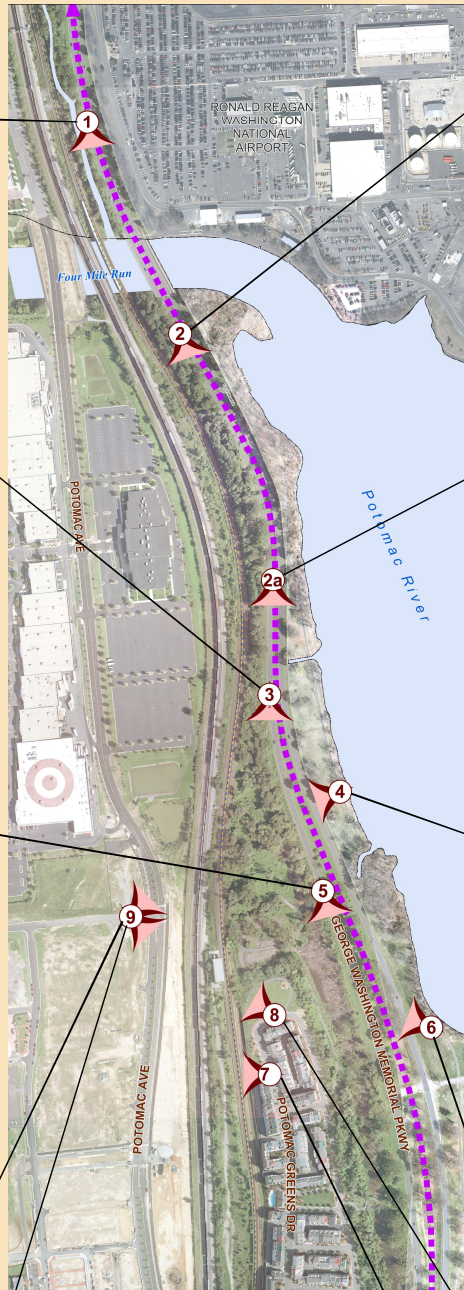
Potomac Yard, looking Southeast at East
Glebe Road and Potomac Avenue



Potomac Greens, looking West



Potomac Greens Park



VISUAL RESOURCES IMPACTS – VIEW FROM GEORGE WASHINGTON MEMORIAL PARKWAY

Background

The visual resources analysis was prepared in accordance with Federal Highway Administration (FHWA) Visual Impact Assessment Methodology for Highway Projects (1981), which is an accepted methodology for various types of transportation projects.

A number of “viewsheds” were chosen based on the likelihood that the project may be visible from each location. The images shown here depict the project opening year conditions, as over time vegetation would be expected to grow and screen some of the views.

Looking Northwest from GWMP (Viewshed 6)



Looking Southwest from GWMP (Viewshed 3)



Looking Southwest from GWMP North of Four Mile Run (Viewshed 1)



All views represent opening year. B-CSX Design Option is not visible from these locations.

Find Out More

- Section 3.8 Visual Resources
- Visual Resources Technical Memorandum, Volume II

VISUAL RESOURCES IMPACTS – VIEW FROM POTOMAC GREENS

Background

The visual resources analysis was prepared in accordance with Federal Highway Administration (FHWA) Visual Impact Assessment Methodology for Highway Projects (1981), which is an accepted methodology for various types of transportation projects

A number of “viewsheds” were chosen based on the likelihood that the project may be visible from each location. The images shown here depict the project opening year conditions, as over time vegetation would be expected to grow and screen some of the views.

Looking Northwest from Potomac Greens Park (Viewshed 8)

No Build Alternative



Alternative B



Alternative A



Alternative D



All views represent opening year. B-CSX Design Option is not visible from this location.

Find Out More

- Section 3.8 Visual Resources
- Visual Resources Technical Memorandum, Volume II

VISUAL RESOURCES IMPACTS – VIEW FROM POTOMAC YARD

Background

The visual resources analysis was prepared in accordance with Federal Highway Administration (FHWA) Visual Impact Assessment Methodology for Highway Projects (1981), which is an accepted methodology for various types of transportation projects.

A number of “viewsheds” were chosen based on the likelihood that the project may be visible from each location. The images shown here depict the project opening year conditions, as over time vegetation would be expected to grow and screen some of the views.

E. Glebe Rd at Potomac Ave (Viewshed 9) Looking Southeast Looking Northeast

No Build Alternative



No Build Alternative



Alternative A



Alternative B

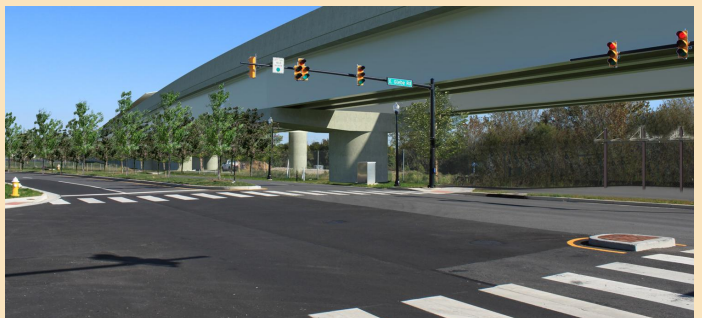


All views represent opening year. B-CSX Design Option is not visible from this location.

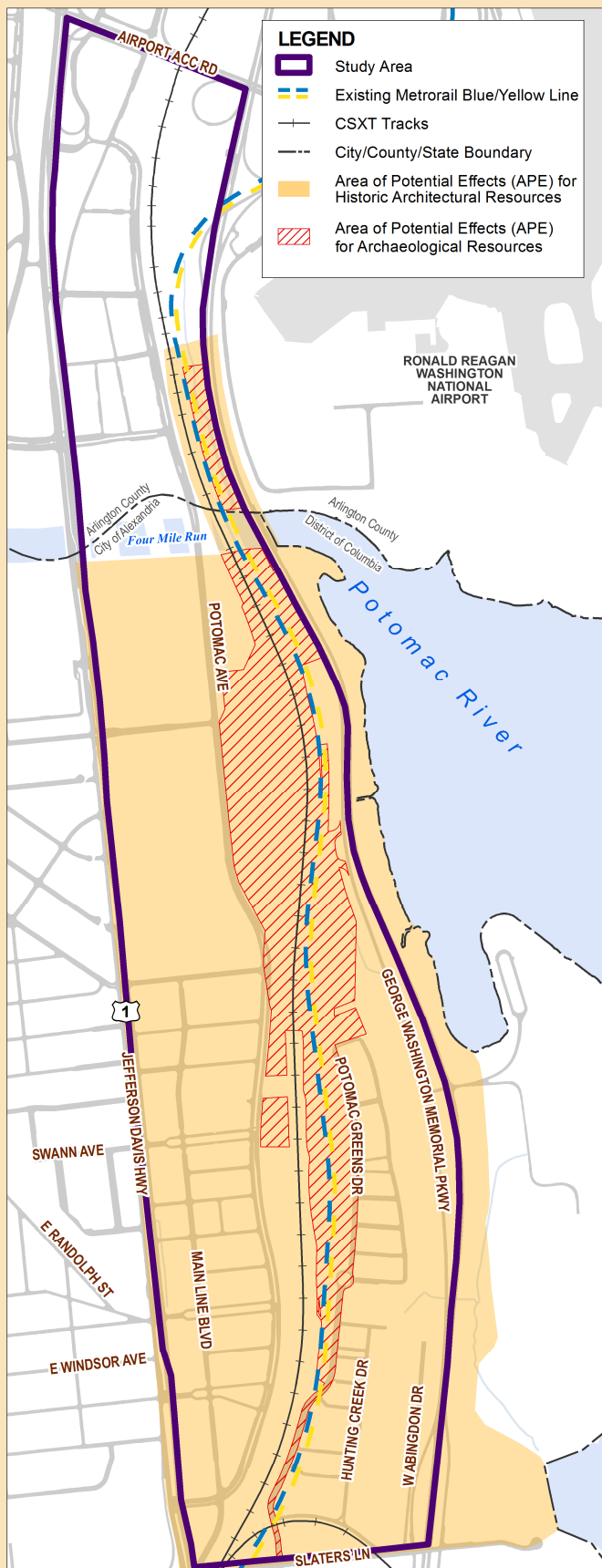
Find Out More

- Section 3.8 Visual Resources
- Visual Resources Technical Memorandum, Volume II

Alternative D



CULTURAL RESOURCES IMPACTS



Background

Cultural resources include historic architectural and archaeological resources listed or eligible for listing in the National Register of Historic Places (NRHP) within defined Areas of Potential Effects (APEs). Two NRHP listings have the potential to be affected: the Mount Vernon Memorial Highway (MVMH) and the George Washington Memorial Highway (GWMP). There are five potentially eligible archaeological resources in the APE.

Evaluation of Alternatives

All Build Alternatives have potential for visual impacts to GWMP/MVMH

Build Alternatives A (Option 1 Construction Access only), B, and D would create impacts by removing trees. Build Alternatives B and D would require land transfers.

Option 1 construction access for Build Alternatives A and B: (access from GWMP) would potentially affect 2 archaeological resources. Construction access for Build Alternative D would potentially affect 1 archaeological resource.

Federal regulations prohibit construction access from the GWMP if there is another option available.

Find Out More

- Section 3.9 Cultural Resources
- Section 3.24 Construction Impacts
- Cultural Resources Technical Memorandum and the Preliminary Historic Architectural Effects Assessment Report, Volume II

OPPORTUNITIES FOR COMMENTS

How Can I Submit Comments?

Comment on the Draft EIS to
WMATA

Submit written comments by May 18,
2015:

comments@potomacyardmetro.com
or

Potomac Yard Metrorail Station EIS
P.O. Box 16531
Alexandria, VA 22302

The WMATA public hearing part of the
NEPA process will be held on:

Thursday, April 30, 2015 at 6:30 p.m.
Cora Kelly Recreation Center
25 W. Reed Avenue
Alexandria, VA 22305

What Happens with My Comments?

Comments on the Draft EIS

Comments will be responded to in the
Final EIS. Comments from the public
that identify specific objectionable
elements or effects of an alternative can
influence the selection and refinement of
the preferred alternative.

Comments on the Staff
Recommendation

A summary of comments on the staff
recommendation will be provided as an
addendum to City Council before the
vote on the preferred alternative.

Comments to the City of Alexandria on the Preferred Alternative

The staff recommendation for the preferred alternative will be released on about April 24, 2015.
A public hearing will be held before the Alexandria City Council on:

Saturday, May 16, 2015 at 9:30 a.m.
City Council Chambers
Alexandria City Hall
301 King Street
Alexandria, VA 22314

The staff recommendation will also be discussed at the following board, commission, and
committee meetings in May:

- Planning Commission
- Transportation Commission
- Board of Architectural Review (Old and Historic District)
- Parks and Recreation Commission
- Environmental Policy Commission
- Potomac Yard Metrorail Station Implementation Work Group

Public comment at board, commission, or committee meetings should be specific to the issues
within that board, commission, or committee's purview. See alexandriava.gov/PotomacYard
for the schedule of board, commission, and committee meetings.